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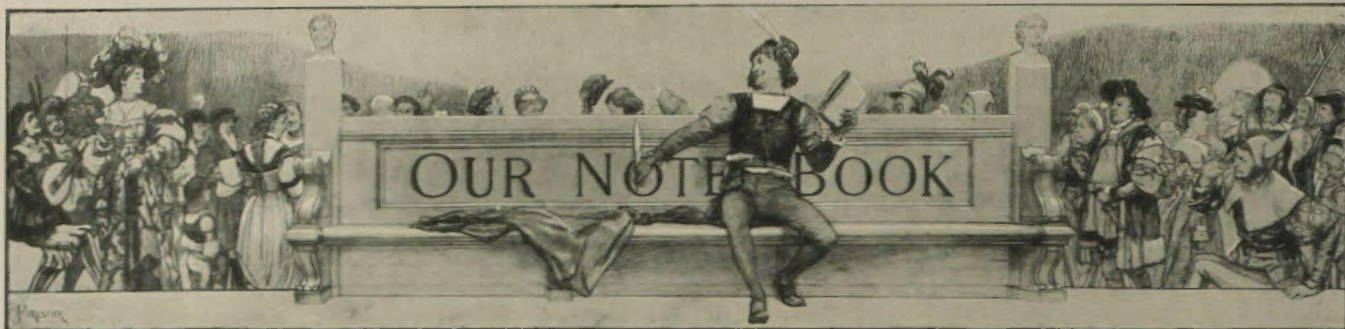


THE DELIVERER OF PALESTINE FROM THE TURKS: GENERAL SIR EDMUND ALLENBY, K.C.B.

General Allenby, who has added another great victory to the record of his brilliant campaign in Palestine, owes his success not only to his consummate strategy, but to the personal attention which he gives to the details of his plans. Throughout the war he has proved himself a fighting leader, ever since he went to France in August 1914, in command of the cavalry, which he led at Le Cateau, in the

pursuit to the Aisne, and in the forced marches that saved the Channel ports. During the Second Battle of Ypres he took command of the Fifth Corps, which so gallantly defended the salient in 1915, and later, at the head of the Third Army, commanded the right wing in the great Battle of Arras, at Easter 1917. In the following June he was appointed to the command of the forces in Egypt.

FROM THE PORTRAIT BY FRANCIS DODD, ONE OF THE OFFICIAL WAR ARTISTS.



By G. K. CHESTERTON.

SO long as we go on cursing War, we shall go on encouraging War. It is a perfectly simple and even self-evident truth, though some would still treat it as a paradox: The only possible way of discouraging war is to curse the man who makes it. The fact would be quite obvious even where the case is less clear—as in calamities that can sometimes be accidents. It would be obvious if

a proposal that we should think about the inhuman fire, and not think about the human fire-brand. And the rest of the comparison is correct; it not only does not restrain him, but it does definitely encourage him. If we say that this war was everybody's fault, everybody will know that any war he makes will be called everybody's fault—that is, nobody's fault. Every man will know that he can at any moment commit a crime which will be called an accident. Every ruler will know that he can whenever he pleases, perform an act of aggression which will be called an act of God. Or rather, it will not even be called anything so mystical and disputable as the act of God—it will actually be called the act of humanity. We shall be solemnly told that "all nations are equally to blame" for something which one nation does, whenever that nation may choose to do it. These, stated with strict fairness, are the philosophical and political principles on which we are now again being asked to base what is called a permanent peace. The wilder of these wags also describe it as a reasonable peace.

The practical form of this problem is the question of compensation for the ravages of the war. Upon that the two parties stand clearly opposed—those who blame fate, which is like blaming fire; and those who are so fantastic as to blame the men who set fire to other men's houses without the faintest provocation. The case to which this applies most clearly, of course, is the case of Belgium, which nobody even pretends was guilty of any provocation. It is a fact that Belgium was invaded by Prussia and not Persia;

it is a fact that Prussia invaded Belgium and not Baluchistan; and it is a fact in the same sense that she did it without cause or quarrel. The German Chancellor confessed that he was committing a wrong; and the German Chancellor himself actually promised to pay compensation for that wrong. He said plainly in the Reichstag, at the very beginning of the war, that he admitted the duty of Germans repairing the damage "when their military object was achieved." It would indeed be an irony if they could not be made to do it when our military object has been achieved. It would indeed be extraordinary if they could not be forced by common justice to perform, when they are conquered, what they were forced for very shame to promise even when they were conquerors. Yet in this country there are still Pacifists who are more Prussianists than the Prussian Minister. There are still idiots posing as idealists who talk about an international fund to repair the wastage of the Flemish and French fields and cities—a subscription collected from all the States, whether innocent or guilty. According to them, Germany must be excused even from what Germany expected, or else pretended very hypocritically to expect. There is nothing to be said about such people, except that the mere word "international" seems to mesmerise and

stun them; and if somebody were to propose an international pair of trousers, to be circulated in rotation among the Presidents of all the Republics, they would not have the moral courage to laugh.

But, of course, Belgium is only the working model, and by no means even the main example. The ruin of Serbia has been even more complete; and the aggression against Serbia was quite equally unquestionable. If Austria did not wantonly force war on Serbia, no State in all history ever did or ever will force war on another. These cases are far clearer and simpler than the majority of common criminal cases in which men are jailed and flogged and hanged. But they will serve very well as a simple example of the absurdity of relieving our feelings by raving against the abstract idea of War. War is not an institution, like a post-office, which we are proposing to erect or preserve. War is a consequence of some men being tyrants. Some man or men read a request for arbitration; some man or men tear it up, and take the full responsibility for tearing it up. In doing so they take the full responsibility of every pang that torments the Pacifist imagination, of every ruin that is lamented by the Pacifist rhetoric. And one thing is absolutely certain—that if such men are not held answerable for doing such things, such men will do them again; and myriads of such men will do myriads of such things, again and again until the crack of doom. They can be punished and made to pay after the war; but if they only pay as we pay after the war, just as they have been punished only as we have been punished during the war, then from such evil equality will spring up again every element of pride and peril. These things are obvious—sane men have said them since the war began; but there is a good reason for saying them once again before the war ends. For the war is already ending; and the hour will soon strike when we shall have not to say this, but to do it.



THE GREAT BALKAN DRIVE: GENERAL FRANCHET D'ESPEREY, THE ALLIES' COMMANDER-IN-CHIEF AT SALONIKA.

General d'Esperey has held high commands since 1914, and took part in the great advance to the Aisne, and held the position next to Sir Douglas Haig's Corps in the crossing of the river. He was appointed to Salonika in June last. He telegraphed on September 23: "The successes obtained by the Allied Armies in Macedonia are attaining the character of a great victory."—[French (Social) Photograph.]

men confined themselves to denouncing fire, when they ought to be denouncing arson. If one man burned down another man's house in broad daylight, it would be a plain and positive advantage to the incendiary that we should confine ourselves to abusing the conflagration. He would be delighted if the neighbours would only stand in a ring round the burning house, and bellow and wail in a sort of chorus, "O Fire, atrocious Fire, cruel and devouring element, what graceful architecture and valuable furniture are you not ruthlessly consuming; how many harmless human lives have you not destroyed; how many women have been burnt in you as witches; how many saints and philosophers have been slain by you as heretics; how ruinous you are when you race over a prairie, and how fatal and indiscriminate when you attack the crowds in a theatre! Diabolical and abominable Fire, we curse the name of Prometheus, who brought thee not from heaven, but rather from hell! Let us pass a unanimous resolution abolishing Fire." That is precisely the way in which some people talk about War; but it is obvious that, if they talked like that about fire, there would be more fires and not fewer. While the chorus was being chanted and the resolution passed, the practical professor of arson would make his escape and begin to set fire to another house. There would be nothing to stop him from reducing all civilisation to a field of ashes.

The modern suggestion, which takes many forms, to the effect that the great war was vaguely begun by everybody, and should vaguely be ended by everybody, fits this parallel precisely. It is



THE MAYOR OF ROME RETURNS THE LORD MAYOR'S VISIT: PRINCE COLONNA (CENTRE), WITH SENATOR MARCONI (RIGHT), JUST LANDED IN ENGLAND.

Duo Prospero Colonna, Prince of Sonnino (the Mayor of Rome), and Senator Marconi (wearing Italian naval uniform) recently arrived on a visit to this country. They reached London from Folkestone on September 22. The Lord Mayor of London, Sir Charles Hanson, was in Rome a few weeks ago.—[Photograph by L.N.A.]

THE JAPANESE EXPEDITION TO SIBERIA: FROM TOKYO TO VLADIVOSTOK.

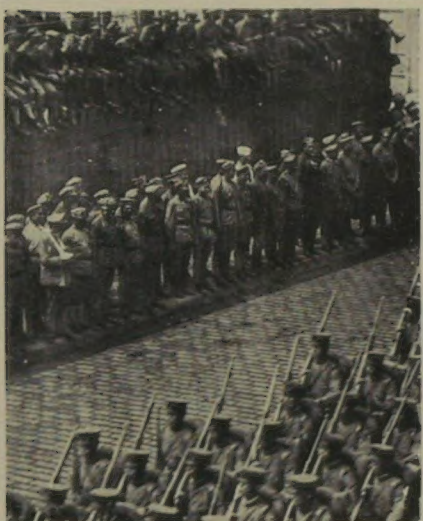
PHOTOGRAPHS BY C.N.



THE DEPARTURE FROM TOKYO: JAPANESE TROOPS ENTRAINING AT THE SHIODYME STATION.



BOUND FOR VLADIVOSTOK: MEN OF THE JAPANESE EXPEDITIONARY FORCE ENTRAINING AT TOKYO.



THE JAPANESE LANDED AT VLADIVOSTOK: MARCHING PAST THE CZECH HEADQUARTERS.



PRESENTING ARMS: A SENTRY AT THE JAPANESE HEADQUARTERS, VLADIVOSTOK.



AT VLADIVOSTOK: JAPANESE TAKING OVER THE MILITARY STAFF COLLEGE AS THEIR HEADQUARTERS.



AT TOKYO: THE PREMIER OF JAPAN, COUNT TERAUCHI (RIGHT) SEEING OFF GENERAL OTANI (CENTRE) AND GENERAL YUI (LEFT).



THE JAPANESE COMMANDER-IN-CHIEF AND HIS CHIEF OF STAFF: (L. TO R.) GENERAL OTANI AND GENERAL YUI.

The Japanese troops have already achieved notable successes in Siberia. On September 5 they occupied Khabarovsk, 400 miles from Vladivostok, and on the 18th they captured Blagoveshchensk, with 2000 prisoners. General Otani, Commander-in-Chief of the Expeditionary Force, with General Yui, the Chief of Staff, and the Staff, left Tokyo on August 12. The Prime Minister, Count Terauchi, and the Ministers of War and the Navy were present

at the station to bid them farewell. The vanguard of the Japanese forces had landed at Vladivostok on August 11, and on the following morning a battalion of the Japanese contingent was given a ceremonious reception by all the Allied forces at Vladivostok. Large crowds watched the proceedings, and there was great enthusiasm. Among the Allied forces in Siberia are British, French, American, and Czech-Slovak troops.

THE CAMERA AS WAR CORRESPONDENT: EVENTS IN MANY LANDS.

PHOTOGRAPHS BY SALMON, G.P.U., NEWS ILLUSTRATIONS, C.N., AND BRITISH OFFICIAL.



THE ARRIVAL OF THE ITALIAN CARABINIERI BAND: GREETED BY THE MAYOR OF FOLKESTONE AT THE TOWN HALL.



LONDON'S HEARTY WELCOME TO THE CARABINIERI BAND: THE ITALIANS LEAVING A TERMINUS AMID CHEERING THROGS.



CAPTURED BY AUSTRALIAN AND FRENCH CAVALRY: NABLUS (ANCIENT SHECHEM) WITH MT. GERIZIM IN THE DISTANCE.



THE JAPAN CONTINGENT OF THE AMERICAN RED CROSS FOR VLADIVOSTOK: A GROUP INCLUDING THE U.S. AMBASSADOR AT TOKYO.



PICTURING WAR SCENES FOR POSTERITY: A BRITISH OFFICIAL ARTIST AT WORK IN AMIENS.



RECENTLY DECORATED BY KING VICTOR BEFORE THE PRINCE OF WALES: MAJOR D'ANNUNZIO AS HOST TO BRITISH NAVAL JOURNALISTS.

London gave a splendid welcome to the band of the Royal Regiment of Italian Carabinieri which arrived on September 23 from Folkestone, where the bandmen had stayed a week-end. They were entertained there by the Mayor of Folkestone, Sir Stephen Penfold, and the Italian Vice-Consul, Cavaliere Ronco. In London a crowded week was arranged for them, and on September 30 they leave for a provincial tour.—Describing the great victory in Palestine, Mr. W. T. Massey writes, on September 21: "Nablus, the Shechem

of the Bible, was taken this afternoon by Australian Light Horse and French mounted troops."—The Japan Chapter of the American Red Cross, whose first contingent for service at Vladivostok left Tokyo on August 5, was organised from trained workers at St. Luke's Hospital, Trakiji, Tokyo. In the centre of the group are the American Ambassador and Mrs. Morris, with Mr. John Reifsnider, head of the contingent.—Major Gabriele d'Annunzio, Italy's poet-airman, was invested by King Victor with the Military Order of Savoy.

An Aeroplane as Pulpit: A Field Service under Novel Conditions at an Aerodrome.



RELIGION AT A BRITISH AERODROME ON THE WESTERN FRONT: A CHAPLAIN CONDUCTING A SERVICE FROM THE BODY OF AN AEROPLANE.

Army chaplains at the Front have to adapt themselves to circumstances. While the spirit of their teaching remains the same, its external accessories vary greatly according to circumstances. The "church," the "altar," and the "pulpit" take strange forms.

Thus services have been held in caves, in Nissen huts, in the ruins of wrecked villages, and so on. Here is yet another variety of "church," in which the Padre is seen using an aeroplane as his pulpit.

OFFICIAL PHOTOGRAPH.

The Share of the Yougo-Slavs in the Redemption of Serbia: A Royal Inspection of Officers.



THE VICTORIOUS ALLIED OFFENSIVE IN THE BALKANS: THE CROWN PRINCE OF SERBIA (CENTRE, FACING TO LEFT) INSPECTING YOUNG-SLAV OFFICERS.

Since the Allied offensive on the Balkan front began on September 15, the Serbian troops have won a series of splendid successes towards the liberation of their much-tried country, while the Yougo-Slavs have also taken a gallant part in the advance. A Serbian official communiqué of September 22 said: "Serbian troops in their victorious advance have

forced all German and Bulgarian reinforcements to retreat. The strategical consequences of the cutting of the two main lines of the enemy communication and the piercing of the enemy front are now enormous, and all surrounding enemy forces are feeling the effects. The advance in depth from the 15th inst. to the 21st is now more than 40 miles."

YOUNGO-SLAVS AND CZECHO-SLOVAKS.

By E. A. BRAYLEY HODGETTS.

THERE appears to be some confusion in the minds of the general public as to the difference between the Czecho-Slovaks and the Yougo-Slavs. Before defining that difference, however, I should like to take this opportunity of registering my protest against the absurd spelling, from an English point of view, of these racial designations.

The Yougo-Slavs are generally presented to us in the strange guise of Jougo-Slavs, as though the name was derived from the French word *joug*—yoke; hence a number of intelligent people still think that the Jougo-Slavs are Slavs under the yoke; and one of the aims of the war is thus, very plausibly, the emancipation of the Slavs from the foreign yoke. As a matter of fact, these Slavs are the Slavs of Southern Europe, the Slavs of the Balkan Peninsula, of Dalmatia and Southern Austria—the Herzegovinians, Bosnians, Croats, Roumelians, Slavonians and Slovaks, and, of course, also the Serbians. It is, indeed, the desire of all Yougo-Slavs to form one great Serbia under the rule of King Peter, and in alliance with Italy. The Slavonic word for South is *Yug*, pronounced as written. In German, however, the letter *J* is soft, and pronounced like our *Y*; and as the Austrian and German papers have had much

to say about these Southern Slavs, we have copied the German spelling, just as we have copied the German spelling in such names as Warsaw, Wilna, etc., for the German *W* is pronounced like a *V*, and the German *V* like an *F*. But surely we do not wish to bow the knee to German Kultur: if Southern-Slav is not good enough for us, let us at least print the Slav word for "South" as it is pronounced, with a *Y*. In Slavonic languages there is a soft *U* as there is a hard *U*; and, consequently, we are not offending Slavonic susceptibilities by refusing to adopt the German form of spelling. The same is true of Czechs. We have got into the way of printing Tzar as it is pronounced; why should we not talk of the Tzekhs, instead of adopting a to us meaningless German conventional sign?

We have seen who the Yougo-Slavs are; who, then, are these Czecho-Slovaks who have done such wonderful deeds in Siberia and probably changed the entire situation in Russia? Are they a special race, like the Anglo-Saxons, or are they a mixture of races; what are they? The Czechs we know: they are those surprising Bohemians, of whom we have read so much, who had so much to do with the Thirty Years' War, and who were nearly exterminated. Thanks to the Slavophil

movement in the middle of the last century, their racial consciousness was revived. To evade the lynx eyes of the Austrian police, they formed themselves into bands of gymnastic societies, called themselves Sokols, or eagles; and, with the help of Russian money, started a Slavophil propaganda, with the object of emancipating themselves from Austro-Hungarian rule; and forming a great Slav Confederation. When the war broke out, the Czech, or Bohemian, soldiers surrendered to the Russian armies. However, they were not alone; with them were Croats, Slovaks, Moravians, and other similar races of the patchwork empire. As they were all Slavs, and as the Czechs predominated, they were called Czecho-Slovaks; and as they all hated Austrian rule, they surrendered whenever and wherever they could, and the Russians gave them land and settled them—or, at least, a great many of them—in Siberia, where they married Russian wives, and lived happily until the accession of Bolshevism, with which they were not in sympathy. They therefore petitioned the Bolsheviks to let them proceed to Vladivostok and join the Allies. This permission being refused, they have proved a thorn in the side of the Bolsheviks—a nucleus of resistance for sensible Russians to rally round.

THE GREAT OFFENSIVE AGAINST RATS.

By E. B. OSBORN.

OF all the Little Brothers of the Prussian the most destructive is the brown rat (*Mus Decumanus*), known as "the Hanoverian" to our eighteenth-century ancestors. He is the hungriest and most cunning of foragers in our cornfields; and it is estimated that ten rats devour a grown man's ration of bread in the course of a year. Estimates of the number of rats living on our country differ widely; striking an average, we get 40,000,000, whence it appears that the amount of damage they do every year must run far into eight figures. And as they are microbe-carriers of a most dangerous type, it is clear that the campaign against rats which is now being planned is a work of national importance, as vital in its way as the hunting of the U-boats.

The following statements will bring home to everybody the vast importance of the new offensive. In the first place, every man, woman, and child in this island is attended silently, invisibly, by a foul creature which destroys or damages food-stuffs and spreads disease. Secondly, not only in war-time, but also in peace-time, they actually deprive us of more food than the U-boats did when they seemed for a time likely to determine the issue of the war. The brown forager is the U-rat we are called

upon to extirpate. The old black rat (*Mus Rattus*), who came to us in the early Middle Ages, is seldom seen nowadays, except in the upper storeys of dockside warehouses (the basements of which are occupied by his brown rival), in certain little coast-wise islands, and in a few localities in Southern England. Why and how the black rat—whose pelt often has a curious mauve colouring—has been beaten in the struggle for existence is a scientific problem which has not yet been satisfactorily solved.

It has not, apparently, been the result of open warfare. Nobody seems to have seen a fight between black and brown rats: rat for rat, the decision would be doubtful, for *Mus Rattus*, though smaller than his rival, is fiercer and less tractable, being less easily tamed, and will sometimes bear himself gallantly and adroitly in a contest with a ferret, though the latter is invariably the victor. A friend of mine, who takes care of a wharf and warehouses in Dockland, tells me that he has seen black and brown rats feeding on the same upper floor of a granary; their relations had a look of armed neutrality, however, for they did not mingle, but kept to different corners. My belief is that the brown rat has prevailed

because he increases and multiplies more rapidly, is less particular in his diet, is more intelligent and inventive, and has developed his social gregariousness to a greater extent. The keenest student I know of wild and half-wild creatures resident in this country tells me that the black rat will not feed where the brown rat has left his scent—just as on the ranges of Western America cattle will not graze where sheep, those "hoofed locusts," have passed through.

Like many other creatures attendant on man, the rats have suffered from the food shortage. Some twenty years ago—owing, no doubt, to a great increase in their numbers—they began to invade the open countryside, and are now found living in the hedgerows everywhere. Since the war began the spur of hunger has made them amazingly audacious, especially in the London suburbs, where they can be seen searching the dustbins or ravaging allotments in broad daylight. There are many ways of waging war on rats. But an experienced terrier is their deadliest enemy—though I once owned a dachshund who was a wondrous expert in rat-killing—and I do think that the O.B.E. ought to be conferred on the four-legged champions in the coming offensive.

PARACHUTES AND AEROPLANES.

By C. G. GREY, Editor of "The Aeroplane."

ALMOST every few days lately a notice comes through from war correspondents at the Front to the effect that here or there German aviators have been observed descending from damaged aeroplanes by parachutes. One of the latest examples actually talks of the whole crew of a large German bombing machine, which had been set alight by some of our people, landing by parachute in the Canadian lines.

It may seem curious to a good many people that we have never heard of British aviators descending from aeroplanes in a similar manner. Our kite-balloon people have been using parachutes practically ever since kite-balloons were brought into use in the British Army; and one would, therefore, naturally assume that if the kite-balloon people use parachutes when the balloons are set on fire by German aeroplanes, or by the new German shells with clockwork fuses, the aeroplane people would likewise use parachutes.

The objection to the parachute on the part of aeroplane people generally—that is to say, not only the Higher Command, but even the pilots themselves—is that they fear it may spoil the performance of their machines by making them

slower owing to its protruding above or below or beside the machine; or else they fear that its extra weight would prevent the machine from climbing as high as they would like to go. Of course, it is highly commendable on the part of all these officers to prefer to have efficient performance, which naturally means ability to kill more Huns, to assuring their own safety by carrying parachutes. But, as a matter of fact, this objection is very largely imaginary. Their idea of a parachute is that it is a thing like that which the kite-balloon people used in the early days of the war, and still use in some sections; that is to say, a great big, heavy, awkward thing, confined in a sort of foolscap bag hanging out of the side of the balloon-basket. The modern parachute, however, is quite a different affair. It only weighs a matter of 30 lb. or so, with all its fittings—which, after all, is merely the difference between a thin pilot and a fat pilot; and it is fitted right inside the body of the aeroplane, so that it does not make the slightest difference to the performance, so far as its excrescences are concerned.

The Germans had kite-balloons for three or four years before the war, whereas it took pretty nearly a year of strenuous agitation after the

outbreak of war to convince the authorities then in power that the British Navy and Army ought to have kite-balloons also. Consequently, the Germans have had four years' start of us in kite-balloons, and so, according to the rules of the game, they ought to be allowed four years' start of us in the use of parachutes from aeroplanes. However, certain people in this country, who rather believe in hurrying things, have been agitating pretty strenuously for a year or so in favour of fitting parachutes to aeroplanes.

There is no doubt whatever that the fitting of parachutes to war-aeroplanes would afford very great consolation to the crews. Even though an occasional parachute might go wrong, there is every reason to believe that the number of such failures would be a very minute percentage of the successful descents. If every fighting man in an aeroplane knew that he had a very sporting chance of getting down practically unhurt in the event of his machine catching fire in the air, or being shot out of control, it would increase his moral strength enormously, and remove the continuous subconscious strain caused by knowing that if his machine catches fire, or is shot out of control, there is no possible means of escape.

STRANDED, AND TRANSFORMED: WAR MACHINES IN ODD CONDITIONS.

OFFICIAL PHOTOGRAPHS.



OUT OF ITS ELEMENT: ONE OF HIS MAJESTY'S LAND-SHIPS "AT SEA"—A STRANDED TANK.



A TANDEM BICYCLE AS AN ELECTRICITY-GENERATOR: AN INGENIOUS GERMAN TRENCH-DEVICE IN BRITISH HANDS.

The Tanks—otherwise known as his Majesty's Land-ships—which have done such splendid service in the Great Advance, are quite at home in navigating the billows of the earth, such as mounds, hillocks, trenches, and parapets, and other terrestrial undulations, but they are not the "kind of ship" that floats upon the water. A day may come, possibly, when they will be amphibious on soil and sea, as flying-boats are in sea and air, but

that time is not yet. Occasionally, a Tank is stranded like that seen in our upper photograph, embedded in a flooded morass. The lower illustration shows an ingenious German method of generating electricity for a wireless installation in the trenches, captured in the British advance. A tandem bicycle with its wheels removed has been fixed to the ground, and the pedal wheels connected by belting with a small dynamo.

THE UNITED STATES AT WAR.

X.—HER VAST INTERIOR TRANSPORT PROBLEM.

✱ By Edward Marshall.

TRANSPORTATION has played a great part in this war, a part of vital import even in these British Isles, with their area of 121,331 square miles, and with London distant only 286 miles from Paris and the Front. What part, then, must it play in the warfare of the United States, with a national area of 5,308,483 square miles; 3191 miles between San Francisco, on its western edge, and New York, the principal port of its military embarkation for the war-zone, and a mighty stretch of 4020 miles of sea and land between that port and the nearest point upon the European fighting-line?

We are all likely to think America's one problem of transportation that of getting men across the sea. As a matter of fact, that problem of pure transportation is no greater than, if it is as great, as her terrific task of first concentrating at her Atlantic ports of embarkation men, supplies, armament, and ammunition from all parts of the vast American country. The one strain making the sea task super-hard above the land task is that added to it by the German submarine. German piracy develops on the land as on the sea, and this danger of malicious mischief to American railway trains has been, and is, so definite, that with the dawn of American belligerency came the necessity of armed guards, ready to shoot to kill, along almost every mile of the nation's railway network. This has been met at an immense cost of men and money; and, in spite of the minute organisation, various outrages of enemy origin have occurred, at considerable cost of lives and treasure.

In order that America shall fight efficiently, it has been necessary for her to overhaul each mile of her whole transportation system, just as the same process has been necessary in the European fighting countries. Note the difference in the undertakings: Great Britain's total railway mileage is 23,436; Germany's, 39,600; Austria-Hungary's, 28,706; Canada's, 29,298; France's, 31,807; Italy's, 10,957. The United States' total railway mileage is 255,332.

The effort of the whole immense nation, with its hundred-million population, has been devoted to the creation of armies, equipment, and supplies to be poured eastward into a few Atlantic-port cities for trans-shipment by ocean, requiring the construction of new Atlantic terminals of a magnitude hitherto undreamed of. Furthermore, that flow of laden traffic always from West to East has presented an extraordinary problem of returning empty rolling stock and locomotives from East to West. Many a car (I think you would call them "trucks" on this side, although Europe sees no actual duplicates of the American freight railway vehicle) having travelled almost as far as from New York to London heavily laden, has been hauled back wholly empty to its starting-point. The cessation of European exports to America has made economical railway operation very difficult by reason of this very complication. Added to the intense need for haste was an immense demand for coal due to Allied shortages, and immense unwonted exportations, and to abnormal consumption by vast munitions manufacture, producing in the United States a railway fuel shortage almost comparable to that existent here, and a labour shortage which has sent women into men's employments almost as extensively as here. Yet all, now, is moving well and smoothly.

Well, all the vast American railway system was nationalised by one stroke of the pen as soon as the United States began to get into her war-stride. Many of the presidents and other high officials of the railway systems of the country entered Government employ in that class of patriots now world-famous as "dollar-a-year" men. If there was heart-burning or jealousy in any quarter, the nation has heard nothing of it. Every individual and company interest instantly was submerged in



THE UNITED STATES NAVY IN BRITISH WATERS: THE WATCH ON THE CONNING-TOWER OF AN AMERICAN SUBMARINE PATROLLING FOR U-BOATS.—[Photograph by Topical.]

the great necessity for getting on with the war. Labour usually has pushed, and never seriously has hindered.

The President's son-in-law, Mr. McAdoo—long one of the nation's greatest railway men, and the father of the amazing railways which are sunk in those unparalleled tunnels which, passing under-

In a Report recently issued, the Director-General calls attention to the first results. Save during the period of extraordinary weather which last winter tied all Northern railways up with snow, varying from six inches to sixty feet in depth, no ship destined for the war-zone has had to wait for cargo because of railway inefficiency.

Capacity has been immensely augmented by the increase of car-loads, train-loads, and economical routing, made possible by the operation of all the railways as a single system. Recently in a single western "railway territory," during a period of sixty days, 8966 "cars" were so "routed" as to save 195 miles for each truck's journey, giving a total distance economy of 1,754,805 miles. Under private control, the lines employed 2325 officials of the higher classes, drawing annual salaries of more than £4,000,000. Under Government control, the work was done by 1925 officials, drawing annual salaries of a little more than £3,000,000.

Consolidation of ticket offices, alone, effected a saving of nearly £5,000,000, cessation of advertising saved another million pounds. Elimination of duplicating passenger-trains (that is, of trains upon competing lines running between the same points and bargaining for traffic) saves more than a million miles of passenger-train traffic annually west of the Mississippi River, and more than 26,000,000 miles in the more thickly settled portions of the country east of that great waterway.

During the first six months of 1918, the railways carried something in excess of 22,000,000 more tons of freight than during a like period of last year—the largest in the nation's railway history up to its end.

I shall not go into the vast figures of the wages paid to the employees of the American railways. The totals are too large to be significant to my imagination: to state them is like stating the celestial distances. But there has been a great improvement in working conditions since the railways have passed into Government control, and little or no trades-union grumbling. Women are employed in constantly increasing numbers.

Much discussion has been going on as to the probability of the return of the railways to private ownership and management after the war ends. General opinion seems to be that this is most unlikely. One of the indications of this unlikelihood is the constant discussion of plans for the Federal insurance and pensioning of railway employees.

Of course, every effort has been made to relieve the railways of all unessential traffic. Perhaps the most interesting has been the establishment of aerial mail-routes, which also serve for the training of war-aviators and the testing of war-machines. Flying in the regular air-mail service between Washington and New York, carrying 210 pounds of mail-

matter, Aerial Postman D. C. Hart the other day covered the distance of 135 miles between Washington and Philadelphia in one hour and twenty-three minutes, and the ninety miles between Philadelphia and the New York City landing-park in forty-nine minutes. The total elapsed time for this mail delivery was two hours and twelve minutes, as against about five hours by the fast railway mail-trains.



IN BRITISH WATERS TO PATROL FOR U-BOATS: A "NEST" OF AMERICAN SUBMARINES TIED UP TO THEIR MOTHER-SHIP—THE CREWS ON DECK.—[Photograph by Topical.]

neath the lordly Hudson River, connect Manhattan Island with the New Jersey mainland—was made Director-General, and began to plan, for the first time in the history of the United States, a coherent scheme of transportation management and operation. All the 255,332 miles of railway were automatically linked into a single "system."

AMERICAN SUBMARINES IN BRITISH WATERS: HYDROPHONES; HAMMOCKS.

PHOTOGRAPHS BY TOPICAL.



SUBMARINES TO CHASE SUBMARINES: SOME OF THE AMERICAN NAVY'S UNDER-WATER CRAFT OPERATING IN BRITISH WATERS.



SLEEPING QUARTERS IN A U.S. SUBMARINE: TIERS OF HAMMOCKS AND THEIR OCCUPANTS.



TRACKING U-BOATS BY SOUND: USING A HYDROPHONE IN A U.S. SUBMARINE.

The United States Navy has for a long time past been co-operating with our own in British waters, with excellent effect, and, as mentioned by the King in a message to President Wilson, the greatest cordiality prevails between the officers and men of the two services. As our photographs show, submarines form part of the American squadron, and are, with other craft, engaged in hunting the enemy's boats of their own type. Space on board a submarine is naturally limited, and it requires some gymnastic skill to

enter the upper hammocks in the sleeping quarters. The photograph showing a hydrophone in use is particularly interesting. This is an apparatus for detecting the presence of enemy submarines by sound. With its aid, the throb of their propellers can be heard at a great distance, and it is possible for a trained listener to follow the direction of the sounds. The information thus obtained is communicated through a voice-pipe to the bridge, and measures are taken accordingly.

THE GREAT ADVANCE IN PALESTINE: "ALREADY 18,000 PRISONERS HAD BEEN COUNTED, AND 120 GUNS COLLECTED."



SEEN FROM INSIDE A "BURIED" TANK: A TRENCH ON THE PALESTINE FRONT.



AMONG THE PALMS OF THE HOLY LAND: A TANK "PARK" ON THE BRITISH FRONT.



WHAT NO MAN'S LAND IN PALESTINE LOOKS LIKE: A SHELL-BURST IN THE BACKGROUND.



THE VITAL FACTOR OF WATER SUPPLY IN A THIRSTY LAND: AN R.E. UNIT AT A PALESTINE WELL.



TYPICAL OF MANY THAT HAVE BEEN OCCUPIED TURKISH TRENCH



SANDY GOING: BRITISH TANKS DURING THE CAMPAIGN IN PALESTINE.



A "CAGE" FOR TURKISH PRISONERS IN PALESTINE: A BARBED-WIRE ENCLOSURE AND ITS INMATES.



GOING INTO ACTION: A FRONT VIEW OF A BRITISH TANK IN PALESTINE.



BY OUR VICIORIOUS TROOPS: A CAPTURED IN PALESTINE.



HIS MAJESTY'S LAND SHIP "TIGER" ON THE PALESTINE FRONT: A BRITISH TANK, WITH SOME OF ITS CREW.

Though naturally not taken during the recent battle in Palestine, that event lends especial interest just now to these photographs illustrating previous phases of the British advance, the work of Tanks, the nature of the country, and the general conditions of the campaign. The first official announcement of General Allenby's great advance said: "During the night of September 18 our troops commenced a general attack on the front between the Jordan and the sea. To the east of the Jerusalem-Nablus road, British and Indian troops advanced. . . . At 4.30 a.m. on the 19th, the main attack (in which French troops participated) was launched." Later official reports showed the magnitude of the success. "By 8 p.m. on Friday

(September 20), the enemy resistance had collapsed everywhere, save on the Turkish left in the Jordan Valley. . . . On the north our cavalry, traversing the field of Armageddon, had occupied Nazareth, Afuleh, and Beisan, and were collecting the disorganised masses of enemy troops and transport as they arrived from the south. All avenues of escape open to the enemy, except the fords across the Jordan between Beisan and Jisr-ed-Damieh, were thus closed." A communiqué of September 22 stated that "already 18,000 prisoners had been counted and 120 guns collected." On the 23rd an unofficial message reported that up to that day the number of prisoners had risen to 25,000, and that the whole Turkish Army had been rounded up.

THE WORLD OF FLIGHT

THE FUNCTIONS OF AN INDEPENDENT AIR FORCE.

By C. G. GREY,
Editor of "The Aeroplane."

THERE has been some little discussion of late in certain papers concerning the functions of the Independent Force, Royal Air Force—as it is officially called. One critic, of the highest military standing, went so far as to say that, if the Independent Force, R.A.F., had been attached to the Allied Armies on Aug. 8, instead of operating against the Rhineland and manufacturing centres in Germany, the German retreat might have been turned into a rout. He even went so far as to talk about the I.F. bombing the old apple-women of Mannheim, and in a general way gave one the impression that he considered an Independent Air Force to be a waste of men and material, besides being contrary to the principle of unity which, thanks to the able generalship of Marshal Foch, has proved such a marked success of late.

The Royal Air Force came into being largely as the result of Parliamentary agitation. The chief argument in favour of its creation seemed to be that the sea is one element, and is controlled by the Navy; the land is another, and is the affair of the Army; and the air is another, and therefore ought to have a third Service all to itself. The opponents of this argument held, with reason, that sailors and soldiers alike breathe and move in the air, and that the air is therefore common to both Services. They stated that an aeroplane or a seaplane was merely a vehicle which carried a sailor or a soldier on his lawful occasions, and that there was no need for a third Service at all, as the R.N.A.S. and the R.F.C. fulfilled all necessary requirements.

A third section held that the Navy should have its own Air Service for all matters directly affecting the work of the Fleet, such as sea-scouting, coastal patrols, and attacking enemy ports; that the Army should have its Flying Corps for purely military operations within what the French call "the zone of the Armies"; and then, in addition, there was need for an Imperial Air Force, whose duty it would be to carry war into the enemy's country by air, quite independently of the strategy of the Navy or the Army, but in accord with the general strategy of the War Cabinet—or, as it would be to-day, of the Allied War Council.

As things have turned out, we in this country have adopted the form of the first section and the principle of the third. That is to say, we have a Royal Air Force, complete with Air Ministry and Staff, which attends to all aerial affairs. But in practice this force divides itself automatically into three parts, one of which is under the executive command of the Navy, one of which is under the executive command of the various General Officers of the Armies with which it is co-operating, and a third, which is the Independent Force R.A.F., and carries on its own operations against the enemy without reference to either the Navy or the Army, and is responsible for its actions to the Air Council alone. This division of labours is at any rate logical. An Independent Air Force, which for the sake of brevity one may call the I.A.F., would carry

war into enemy territory wherever the Navy and the Army could not do so. We have the authority of Mr. Kellaway, one of our own Government officials, for the statement (which he made in a public speech) that an air raid over a munition area causes the loss of thousands of man-hours of work—which means just so much munitions not produced, which is the same thing in its effect on the Army as producing them and then blowing

ably, and would have given the Hun a lesson in the physique of *Stosstruppen*. But they would have paralysed our Fleet, and would have left all sorts of openings of which the enemy could have taken advantage.

In a precisely similar, though in a smaller way the removal of the I.F. from its regular work of hindering German munition production and transport would have given the enemy opportunities for recuperation. The diversion of this force, on or before Aug. 8, would almost certainly have made a vast difference to the result of the American push at St. Mihiel on Sept. 11, for the continual bombing of the railway communications at Metz and Treves, and of the German defensive aerodromes in Alsace-Lorraine, must have made the defence of St. Mihiel much more difficult. And who knows but that the re-establishment of direct railway communication between Toul and Nancy and Verdun may have greater strategic effect on the course of the war than any of the apparently greater advances of the past few months?

There are more ways of killing a cat than by choking it with cream, and there are more ways of making an army retreat from a defensive position than by pushing it in the face. Also, there are more ways of using an air force than by turning it on to fight enemy aircraft, or bomb and machine-gun retreating troops. Such work of direct attack is purely the affair of the force which used

to be the R.F.C., and is now the R.A.F. units operating with the Army. It is no more the affair of the Independent Air Force than it is of the former Royal Naval Air Service.

It is possible, though one cannot produce figures for or against the argument, that the Independent Force, R.A.F., was formed before the R.A.F. Army units were as numerous as the

Army required; but if the War Cabinet decided—as one presumes it did—that the time had come for creating an Independent Force, then who is in a position to dispute the decision? But doubtless it would be impossible ever to give the Army all the aeroplanes it would like to have; and so a start for the I.F., or I.A.F., had to be made somewhere. One feels sure that the average soldier fully believes that the Navy could well spare half at least of its men and material to add to the Army; and it is equally certain that the enthusiastic sailor would feel justified in adding to the strength of the Fleet at the expense of the

Army. It is quite a healthy attitude of mind, and merely results from each man's belief in the prime importance of his own Service. Consequently, either would cheerfully get men and material from the I.A.F. in order to strengthen his own Service. Which is precisely why an Air Ministry, complete with Secretary of State, is needed to keep a nice balance between the claims of the three Flying Services, though one believes that, as time goes on, the Air Ministry will become more and more wrapped up in the operations of the Independent, or Imperial, Air Force.



AT A BRITISH AERODROME IN FRANCE: ONE OF THE R.A.F.'S BIG BOMBING-MACHINES READY TO START ON A FLIGHT.

Official Photograph.

them up. If air war can be carried into the enemy's country regularly and in sufficient force over a sufficient area, it must seriously deplete the supply of munitions, and thus weaken the resistance of the enemy's armies in the field.

Now, as regards the critic who will have it that the Independent Force would have turned the German retreat into a rout if the I.F. had been



AT A BRITISH AERODROME IN FRANCE: A SMALL MOTOR-TRACTOR GETTING A BIG R.A.F. BOMBING-MACHINE INTO POSITION.—[Official Photograph.]

operating with the Army. One might, if one wished to enter into a controversy with him, equally well argue that if some 500,000 bluejackets and stokers, with their officers and arms and ammunition, had been taken away from the Grand Fleet and its auxiliary craft, and had been pitched into the battle, say, at Arras or Amiens when the enemy was on the move rearwards, they would have turned the retreat into a rout. A matter of forty divisions composed of healthy and hearty sailor men would have shaken the German defence quite consider-

FACTORS IN ALLENBY'S VICTORY: TRANSPORT CAMELS FOR PALESTINE.



CAMELS AS SEA-VOYAGERS: ON BOARD SHIP EN ROUTE FOR TRANSPORT SERVICE IN PALESTINE.



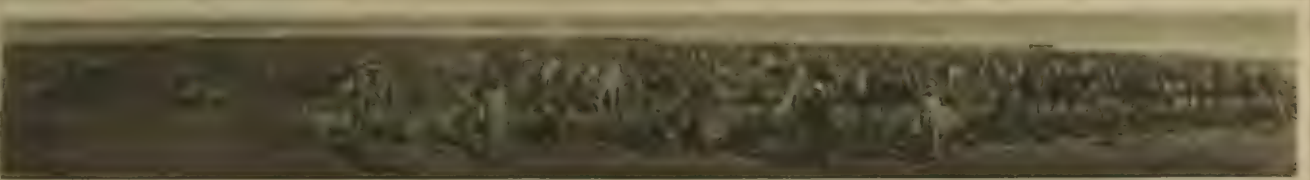
TEMPORARILY OUT OF HIS ELEMENT: THE DISEMBARKATION OF CAMELS.



A CAMEL'S "VET." AT WORK: GIVING THE PATIENT A DOUCHE.



ON THE WAY TO THE PALESTINE FRONT: CAMELS BEFORE THE START, READY FOR ENTRAINING.



RESTING AFTER A SEA VOYAGE: CAMELS AT A REMOUNT DEPÔT, WITH A BRITISH OFFICER (ON THE LEFT) AND SOME NATIVE SUBORDINATES.



CAMELS AS RAILWAY PASSENGERS: ENTRAINING FOR PALESTINE.



INVALUABLE FOR PALESTINE TRANSPORT WORK: CAMELS IN THEIR LINES.

The camel, whose military characteristics have been immortalised in Kipling's verse, has proved invaluable as a beast of burden in our Eastern campaigns. He has travelled in his thousands to Palestine, and he must be credited with his due share in General Allenby's great victory, for transport has been one of the main difficulties of the campaign, and the

useful "oont" has contributed to the solution of the problem. Our photographs illustrate the work of a Camel Remount Depôt for the supply of animals for transport service on the Palestine front. It was in charge of a British officer (seen in the long narrow photograph) to whom his Oriental subordinates must look up as to one of the sons of Anak.

THE WORLD UNDER THE SHADOW OF WAR: NAVAL AND MILITARY EVENTS IN EAST AND WEST.

PHOTOGRAPHS BY VIDAL, C.N., TOPICAL, ITALIAN

NAVAL OFFICIAL, AND FRENCH OFFICIAL.



A U-BOAT INTERNED AT SANTANDER: THE "U.C. 56" (RIGHT) ALONGSIDE A SPANISH TORPEDO-BOAT.



THE GERMAN AMBASSADOR TO SPAIN, AND HIS DAUGHTERS, BOARD THE "U.C. 56": INSPECTING A GUN.



AS THEY APPEAR IN THE NATURAL COURSE: SHELL-HOLES FORMED INTO PONDS.



A SHELL-HOLE CAMOUFLAGED, TO DIVERT ATTENTION FROM AN ADJACENT BATTERY: A WESTERN FRONT SCENE.



AFTER THE BLOWING UP OF THE JAPANESE BATTLE-SHIP "KAWACHI": CASKETS CONTAINING 600 MEN'S ASHES ON AN ALTAR.



THE WORK OF ANZAC ENGINEERS IN THE PALESTINE CAMPAIGN: A BARREL PIER BRIDGE BUILT DURING THE ADVANCE.



SUCCESSFUL IN SILENCING THE GERMAN SUPER-CANNON: ONE OF THE HUGE RAIL-MOUNTED FRENCH GUNS.



ALARM SIGNALS ON THE PIAVE FRONT: AN ITALIAN SOLDIER ATTENDING TO A STACK OF ROCKETS.



WITH THEIR HELMETS AND OTHER ARTICLES OF EQUIPMENT AS TOMBSTONES: GRAVES OF GERMAN SOLDIERS ON THE MARNE FRONT.



THE HOLY CARPET PILGRIMAGE LEAVING CAIRO THRICE ROUND THE CITY.



FOR MECCA: A CEREMONIAL PROCESSION PASSING CARPETS IN SLOW TIME.



CAMOUFLAGED IN THEIR "NEST": FRENCH *BALLONS DE PROTECTION* (OBSERVATION-BALLOONS) IN THEIR QUARTERS ON THE GROUND.

These photographs gathered from far-distant parts of a world still lying under the shadow of war are for the most part self-explanatory. In two cases, however, some further notes may be of interest. The Japanese battle-ship "Kawachi," a Dreadnought completed in 1912, blew up and sank in Tokuyama Bay on July 12, and it was stated at the time that the casualties were over 500. The number was apparently under-estimated, for, according to the information supplied with our photograph, illustrating a memorial service held in honour of the victims, the caskets seen arranged on the altar contain the ashes of more than 600 men. The "Kawachi" was the second war-ship lost by Japan in harbour during the war, for on January 15, 1917, the battle-cruiser "Tsukuba" was wrecked by an explosion while anchored at Yokosuka, with the loss of over 200 lives. The Pilgrimage of the Holy Carpet from Cairo

to Mecca is a great annual event in the Mohammedan world. It was arranged that this year's pilgrims should leave Suez for Jeddah on September 4, and their safe arrival with the Carpet at that Arabian port was announced on the 9th. From Jeddah, of course, they proceed overland to Mecca. Important ceremonies attend the departure of the Pilgrimage from Cairo. The Holy Carpet itself consists of a number of pieces of tapestry to form hangings, or curtains, for the Kaaba, the Tomb of the Prophet, at Mecca. They are carried on large frames which are seen in our photograph, with their escort, drawn up in the centre, while the leading pilgrims pass thrice round them in procession accompanied by the sacred Mahmal, a symbolic palanquin which is always taken on the pilgrimage. It is seen on the right in the central group.

AMERICAN COLD STEEL FOR GERMANS IN FRANCE: UNITED STATES MARINES ROUT THE ENEMY WITH THE BAYONET.

FROM A DRAWING BY GEORGES SCOTT.



HAND-TO-HAND FIGHTING IN WHICH THE GERMAN IS NO MATCH FOR THE AMERICAN: MEN OF THE UNITED STATES NAVAL BRIGADE CLEARING BELLEAU WOOD.

The war has shown that the American soldier is, man for man, far the superior of the German. The fact has been proved in many a hand-to-hand encounter, of which the above drawing shows a typical instance, the clearing of Belleau Wood by American Marines, an action which took place some little time before the great American advance at St. Mihiel. On that splendid success Sir Douglas Haig recently sent a message of congratulation to General Pershing, in which he said: "All ranks of the British Armies in France welcome with unbounded admiration and pleasure the victory which has attended the initial offensive of the great American Army under your personal

command." The United States forces in France are growing every day. It was recently stated that the number of troops embarked for Europe during August was 313,000. Regarding American Marines, it is interesting to recall that some of them fought side by side with British Marines, under an American officer, at the defence of Peking in 1900, an incident which is commemorated on the memorial to the Royal Marine Light Infantry in St. James's Park. Such coincidences naturally add to the cordiality of the relations between the troops.—[Drawing Copyrighted in the United States and Canada.]

SCIENCE JOTTINGS



REPRINTED AUTHOR OF FIVE HUNDRED WORDS: GEESE, THE ARABIAN ALGEBRAIST



PUNISHING THE REBELS: THE EGYPTIANS' BOOKS ON CHEMISTRY BURNED BY ORDER OF ELIOTIEN



AUTHOR OF FIVE HUNDRED WORDS: GEESE, THE ARABIAN ALGEBRAIST

NECESSITY is the mother of invention, and the war has introduced us to such cogent necessities that a numerous family of inventions might be expected as the result. Nor have those who foresaw this been disappointed. Putting aside for the moment man-slaying devices like tanks, machine-guns, and aeroplanes, the number of mechanical inventions produced since the war is legion. Most of these never come to the ears of the public, and have been adopted in munition factories with the one purpose of lessening the demand for skilled labour—or, in other words, of enabling untrained workers such as women or discharged soldiers to do by the help of machinery what before the war was done only by the hands of men trained by long years of apprenticeship. It is quite true that most of this new machinery is used at present for the manufacture of warlike appliances of one kind or another; but it is none the less the case that it can nearly all be turned, when peace at length comes, to peaceful purposes, and that the "jigs"—to call them by their professional name—which enable an unskilled girl to turn out shells by the hundred can, with very little alteration, be used for the multiplication of the parts of motor-cars. The result of this should be that if and when we set ourselves to produce that increased output of manufactured goods which alone—as financiers tell us—will enable us to pay off our War Debt, we shall be able to use unskilled or semi-skilled labour to an extent which before the war could not have been dreamed of—a conclusion which those gentlemen (and ladies) who go on strike would do well to consider.

Will, now, this great increase of labour-saving machinery make for the general well-being of the community, or only for the profit of those engaged in its use? The answer to this must depend a good deal on our after-the-war politics, but it is plain that it can be made of the greatest service to agriculture. The motor-tractor now in use for the first time enables ploughing, sowing, reaping, and harvesting to be conducted with something like thrice the speed that these operations took when accomplished by man and horse, and thus enables one man to do the work of three. Add to this that, as has several times been shown in these columns, we are no longer dependent for our supply of fertilisers on the nitrate

WAR, PEACE, AND INVENTIONS.

beds of Chile, but have the whole atmosphere from which to draw it, and we are in a fair way to treble our output of wheat and other cereals. Into what this will mean in the provision of cheap bread we have lately acquired some insight, and it is probable



RECRUITING FOR THE R.A.F.: A NERVE TEST DURING THE FIRST MEDICAL EXAMINATION AT UPPER BROOK STREET.—[Official Photograph.]

that we are not yet at the end of our tether in that respect. With the return to the land that this will encourage, we may hope in time to achieve other inventions making for the economical production of food: while the development of aeroplanes and dirigible balloons may give us in time a new and

speedy means of transport for the food so produced, which will further lessen the price.

Dangerous as it is to prophesy in such matters, it is doubtful, however, if we can expect any further aid from science in this direction. The discovery of any sort of chemical or synthetic food which shall save us from the need of devouring animals and plants seems as far off as ever, and if anything could have brought it nearer, it would have been the necessities—far greater than our own—of the starving masses of Central Europe. Rather is it to the mineral world that we must look for help. One of the most crying needs of the time that will follow the proclamation of peace will be the discovery of a new metal or alloy that will have the resistance and flexibility of steel without its weight. If aluminium, for instance, could be made as strong as wrought-iron without increasing its weight, it has been calculated that our railway trains would burn not more than a third of the coal which they at present consume, and our ships and our factories would probably be able to decrease their consumption in something like the same proportion.

Nor should the economic use of the coal which it will still be necessary to win from the earth be neglected. As the late Sir William Ramsay—who will probably be recognised by future centuries as the greatest scientist of the age—pointed out some time ago, the burning of the coal at the pit's mouth and its immediate conversion into power in the shape of electricity would be an enormous saving both of coal and labour. Could it be accomplished, power could be distributed for all industries working under a roof in the same way that water is now, and the means of production would thus be brought, as the advertisements say, within the reach of all. Not the least of the benefits that this would confer on the community would be the wiping out of the reproach of the "Black Country," and the restoration of its natural scenery to one of the loveliest parts of England.

Such are the lines along which modern invention may be expected to develop. Many disappointments are doubtless in store for us before it comes to full fruition, but its course is at least possible of accomplishment. What it demands, above all else, is the pulling together and the hearty collaboration of the community. Will it get it? F. L.



RECRUITING FOR THE R.A.F.: RECRUITS TAKING THE OATH, AT HAMPSTEAD. Official Photograph.

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY RICHARDSON, MORGAN, TEAR, ELLIOTT AND FRY, L.E.A., VANDYK, SHARP, LAMBERT AND LAMBERT, WELCHMAN, LAFAYETTE, NICOLL



LIEUT. JAMES H. NASH,
Irish Guards. Eldest son of
Major Vincent and Lady
Nash, The View House,
Kilmurry, Limerick. Killed
in action.



CAPT. T. W. E. DIXON,
M.C., M.M.,
Central Ontario Regt. Son
of Mr. W. A. Dixon, late of
Ashton, Torquay, and Mrs.
Dixon, Bathbourne.



CAPT. WILLIAM S. CURRIE,
Gordon Highlanders. Son of the late Mr. J.
Currie, and of Mrs. Currie, Westbourne
Gardens, Kelvinhall, Glasgow. Killed in
action.



2nd LT. W. E. BRUFTON,
R.F.A. Officially reported
dead of wounds received
while on active service. Son
of Mr. Harry D. Brufton, 94
Wainstead.



CAPT. ARCHIBALD MAC-
KENZIE,
Northumberland Fusiliers.
Officially reported as being
dead of wounds received
while on active service.



MAJOR E. C. B. TOWER, M.C.,
Royal Fusiliers. Three times
mentioned in despatches. Son
of Mrs. Tower, of 66, Pinces
Gate, S.W. Killed on active
service.



LIEUT.-COL. EDWARD T.
SAINT, D.S.O.,
Cambridgeshire Regt. Son of
Mr. and Mrs. William Saint, of
Tenson Road, Cambridge. Three
times mentioned in despatches.



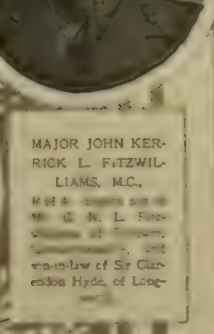
LIEUT.-COLONEL A. E. J.
MACKENZIE,
Northumberland Fusiliers. Three
times mentioned in despatches. Son
of Mr. and Mrs. A. E. J. MacKenzie,
of 10, St. James's Place, London.



LIEUT.-COL. LORD
ALEXANDER
THYNNE, M.P.,
D.S.O.,
Wiltshire Regt. Youngest
son of the fourth Mar-
quess of Bath. Killed
in action. He had
been twice pre-
viously mentioned in
despatches.



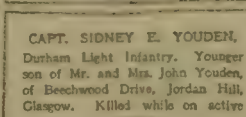
MAJOR G. E. B. WATSON, D.S.O., M.C.,
R.H.A. Third son of the late Col. J. W.
Watson, Political Agent, Kathiawar, Bombay,
and Mrs. Watson, Swainswick. Killed in
action.



MAJOR JOHN KER-
RICK L. FITZWIL-
LIAMS, M.C.,
R.H.A. Second son of
Mr. G. N. L. Fitzwil-
liams, of London,
and daughter of Sir
Clarendon Hyde, of Long-
leat, Leicestershire.



CAPT. GEORGE HELY-HUTCHIN-
SON-ALMOND,
M.A., M.B., B.Ch., Oxon.
R.A.M.C. Eldest son of the late Mr.
Hely-Hutchinson-Almond, Head-
master of Loretto.



CAPT. SIDNEY E. YOUSEN,
Durham Light Infantry. Younger
son of Mr. and Mrs. John Youden,
of Beechwood Drive, Jordan Hill,
Glasgow. Killed while on active
service.



CAPT. JOHN INGHERS,
York and Lancs Regt. Eldest
son of Mr. and Mrs. J. Inghers,
V.D. (retired), of Sheffield,
and grandson of the late Sir
Henry Stephenson, Sheffield.



LIEUT. JOHN MURPHY,
N.F. of New Shilton. On
the staff of the National
Union of Railwaymen when
war broke out. Joined the
Artists Rifle Corps.



CAPT. RICHARD LE BRUN NICHOL-
SON, M.C.,
Cambridgeshire Regt. Son of Mr. W. R.
Nicholson, of Nelson's Croft, Belling-
ton. Officially reported killed in
action.



CAPT. T. HERBERT
DIXON, M.C.,
Manchester Regt. Son of
Mr. and Mrs. H. C. Dixon,
of Heaton Moor, near Man-
chester.



LIEUT. V. E. OSBORNE,
Oxon and Bucks Light In-
fantry. Son of Mr. and Mrs.
V. E. Osborne. Officially
reported as being
killed in action.
A.I.

NEW NOVELS.

"*Sylvia Scarlett*." As Mr. Compton Mackenzie develops the series of books which, properly speaking, may be said to have begun with "*Carnival*," we can watch the modifications of his method. He is, as we know, the inimitable exponent of joyous youth. He revels in the lights and shades of a certain Cockney humour which is, to our mind, as gaily witty as anything the world can show.

"*Sylvia Scarlett*" (Martin Secker) is another window opened upon the adventures of the people of the "Sinister Street" circle. Once more the fiddles tune up, the lights glow, and men and maidens masquerade upon the stage of life. People will remember Sylvia as the friend of Michael Fane's Lily. Here she plays the chief part, and her history is covered from her birth—and before it—to her thirtieth year. It is not, for all its four

turning and that turning, breaks back from barriers, dances over thin ice, and runs away from situations her liberty-loving soul finds inconvenient. The book is full of mirth-provoking situations, Mr. Compton Mackenzie being apparently carried away by Sylvia's irrepressible liveliness.

Towards the end of the volume, when she has tried marriage as well as many other things, we find her arriving at a certain philosophy. She looks out on her Bohemian world, and discovers that she can sum up its major problem in the aphorism: "*Prostitution is selling one's body to keep one's soul; one might say of most marriages that they were selling one's soul to keep one's body.*" But she is not often so consciously reflective. She handles men with the skill of a girl who is not swayed by passion, but has rather taken its measure and is strong in her own control. She is an artist, and she has the art of living, too, at her finger-tips. "*Sylvia Scarlett*" shows Mr. Compton Mackenzie again as a master of his craft.

"Rotorua Rex."

A young American writer, led by Stevenson and Louis Becke, has taken a trip to the South Pacific in "*Rotorua Rex*" (Skeffington), and the result is an hour's amusement for the novel-reader. The lines are, as may be guessed, fairly familiar ones; but Mr. J. Allen Dunn has introduced the novelty of placing his island nights entertainment some time in the Great War—at a date which can only be guessed at by the circumstance that the young man from America has not been called up in the service of his country.

Rotorua Rex is the noble savage, a man unspoiled by the touch of civilisation. His kingdom was left without a British Commissioner when the trading-

schooner *Manawa*, containing three rascals and one just man, dropped anchor in the harbour. The Commissioner's fair daughter and her aunt were the guardians



ON THE BRITISH WESTERN FRONT IN FRANCE: SORTING TOMMY'S MAIL.
Official Photograph.

of fifty thousand dollars, a prize to set the aforesaid rascals plotting.

Vance Loudon, the man of honour in the *Manawa's* quartette, took a resolution to save the dollars and the daughter from the kidnapping conspiracy. After this, Rotorua and a native rival have their parts to play; and the story hums until a timely British gun-boat comes to the rescue of the hero, and blows sky-high the machinations of his enemies.

Mr. Dunn is so kind to his British characters that we hope he will forgive us for pointing out that no Englishman, Cockney or otherwise, ever spoke the dialect he has evolved for Sergeant Bristol. Some of us do drop our "h's," and pick them up again too—but not quite in this extraordinarily wholesale and laborious fashion.



WITH THE BRITISH IN ITALY AN INTELLIGENCE OFFICER EXAMINING GERMAN CORRESPONDENCE.—[Official Photograph.]

hundred and ninety pages, nearly long enough, and we are glad to see that it is to be followed by the further experiences of Sylvia and Michael. So far, Sylvia tries this

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THE "SOMME" TRENCH COAT

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HOLBORN, LONDON, E.C.1.

Harrods SPORTS COATS

TO compare the Quality, the Style, the Finish of a Harrods Knitted Coat is to realise unmistakably the supremacy of Harrods Knitted Coat Value, and no argument is so convincing as that of actual comparison.

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A charming artificial silk jersey, smart revers, collar, cuffs and sash, in 1/1 stitch design, finished self buttons. In flesh, sage, teal, navy, grey, rose, jade, leather.

63/-

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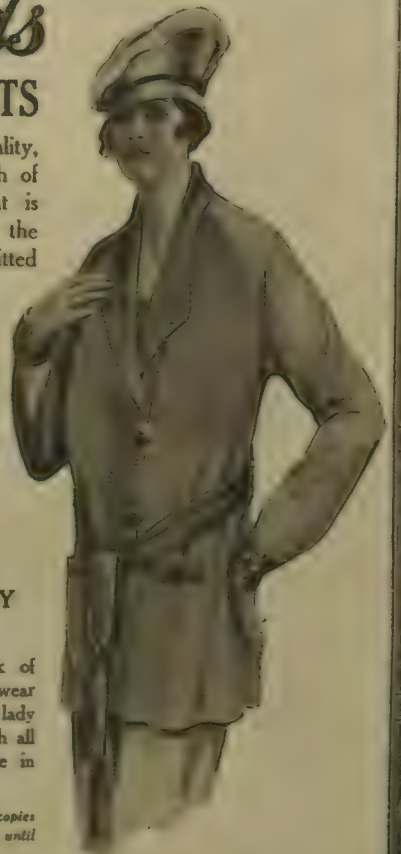
Harrods delightful New Book of Styles for Autumn and Winter wear should be in the hands of every lady desirous of being acquainted with all that is best and most attractive in Fashion's Realm.

The edition is of necessity limited, but copies will be sent free to enquirers in rotation until the issue is exhausted.

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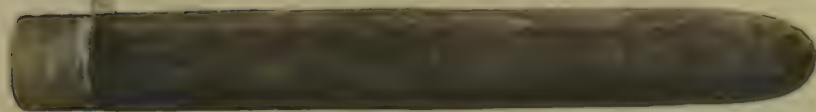
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CORONA SIZE.

"LA CORONA" *Corona* Cigars are the Corona size of the "LA CORONA" Brand—a large luxurious cigar. If you want "LA CORONA" *Corona* Cigars ask explicitly for them. They are recognised all over the world as the standard of perfection by which all other fine Havana Cigars are judged.



This is the exact size of a "LA CORONA" *Corona*—the "after dinner" smoke.

Other popular sizes of La Corona Cigars are LA CORONA *Bouquet*, LA CORONA *Half-a-Corona*, LA CORONA *Petit Duc Extra*.

"LA CORONA" is the famous Brand of Havana Cigars manufactured by the Havana Cigar and Tobacco Factories, Ltd. It has a host of imitators, and smokers should be on their guard against substitutions. Genuine "LA CORONA" Cigars are identified by this Registered Brand or Trade Mark, which appears on the top of every box.

**CAUTION against
"PASSING OFF"**

The Havana Cigar and Tobacco Factories, Ltd. (Successors to Alvarez Lopez & Co.), will take immediate proceedings against all persons selling, in response to orders for "LA CORONA" Cigars or "CORONA" Cigars, or "LA CORONA *Corona*" Cigars, or "CORONA-*Corona*" Cigars, any cigars that are not genuine "LA CORONA" Brand Cigars of the Company's manufacture. Please communicate to me any attempt to pass off other cigars as "LA CORONA" or "CORONA" or "CORONA-*Corona*" cigars.

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If you have any difficulty in procuring "LA CORONA" Cigars, and will write me, I will do my best to put you in touch with dealers carrying stock.

British Selling Agent for
the following Brands:

LA CORONA,
BOCK, HENRY CLAY, CABAÑAS,
FLOR DE CUBA, J. S. MURIAS,
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CAROLINA, and PEDRO MURIAS.

NOTICE TO THE TRADE

Owing to shipping difficulties Cigar Stocks are low. If you have a good stock of "LA CORONA" Cigars and will advise me, I shall be pleased to refer to you customers who have difficulty in finding them.

LADIES' NEWS.

AMERICA is responsible for a state of affairs in our luxurious homes and hotels which will this winter have to be changed. Central heating, whether by hot air or hot water, resulted in women wearing the thinnest of clothing in the house. There were no such things, for smart ladies, as winter frocks. Chiffon, crêpe-de-Chine, georgette, taffeta, were usual. It was rather the correct thing to season-mark such ethereal clothes by a line of fur here or there. Also it was fashionable to wear velvet; in this case the bodice was usually chiffon or lace. So warm were stairways, corridors, and rooms that winter clothes, in the usual acceptation of that term, would have been unbearable indoors. This coming winter they will be necessary, for fires will be possible in only a few rooms, and the greater portions of houses and hotels will remain unheated. The King has, it is stated, ordered that there is to be no central heating in Windsor Castle or Buckingham Palace. Doubtless his Majesty's example in this, as in other patriotic ways, will be widely followed. Doctors are saying that this change in interior heating will make for better health—that there will be fewer cold ailments; so virtue will not be left to be altogether its own reward.

The Mayor of Rome, receiving civic hospitality here in return for that shown to our Lord Mayor in the Eternal City, bears two ducal titles in virtue of his wife, who is, in her own right, Duchesa di Rignano and Calcata, and is a Lady of the Palace to the Queen of Italy. The Mayor is a younger brother of Prince Colonna, head of that historic family, and is a near relative of the Marchesa Imperiali, wife of the Ambassador from Italy to our Court. He is Prince Prospero Colonna, and is about sixty. He is also Prince of Sonnino, and has some sons and a daughter. The Colonnas have always been favourites at the Italian Court, and are among the White Catholics; those who are attached to the Vatican being called, for distinguishing purposes, Black Catholics.

The engagement of Miss Victoria Mary Dugdale to Major the Hon. Wilfred Bailey, D.S.O., Grenadier Guards, brings many things to mind. The bride-to-be is the Queen's god-daughter and namesake, albeit she is commonly called Vera. Her mother is her Majesty's lifelong friend, the most intimate the Princess May possessed outside the royal circle. Together in Switzerland the Princess and Lady Eva Dugdale made many an expedition in their girlhood. Lady Eva is still in the Royal Household, in which her handsome husband, Colonel Sir Frank Dugdale, also has an appointment. Miss Dugdale is an only



ONE OF THE NEWEST THINGS IN COATS.

Of light-blue velour cloth, with a cape collar and front and back panel of beaver, this coat quite reconciles one to chilly autumnal days.

daughter, and is a friend of the only daughter of our Royal House of Windsor, repeating in this generation what began in its predecessor, when the Queen and Lady Eva, also only daughters, were friends. Major Wilfred Bailey is the eldest and only surviving son of Lord and Lady Glasgow. As he is in the twenties, a Major in the Guards, and a D.S.O., his military career is already distinguished. His next brother, also in the "G.G.," was killed in 1915; and the youngest, a midshipman, in the naval action off Jutland. Lady Eva Dugdale is the Earl of Warwick's sister; and Colonel Sir Frank is a brother of Mr. James Boughton Dugdale, of Wroxall Abbey, County Warwick.

The order of the bath is to be decidedly chillier—not the Most Honourable Order instituted in 1399 and revived in 1725, but the most cleanly and luxurious order instituted early in civilisation, continued more or less luxuriously ever since, while conveniences for it have been immensely facilitated of late in our own country. In early Victorian days a well-equipped bath-room with a good hot-water supply would hardly have been found in one out of ten mansions of the great; now one is included in every suite of an up-to-date hotel, and modern houses have one or more according to size and requirement. In the Prime Minister's official residence there was no bath-room until Mrs. Asquith instituted five. In Windsor Castle itself King Edward had to plan out and put in bath-room accommodation. Even with rationed fuel and gas we shall be greatly better off for baths than were our forbears. The serious complaint aired so generally, "We would rather do without food than baths," is rather an exaggeration. It is true that high-pressure ranges are extravagant, but with care a couple of hot baths a week will be generally possible, and that is no bad allowance—our grandmothers had, perhaps, one in their bedrooms in seven days. The lady who is anxious to have a Thermos bath installed would not be so hygienic in reality as in thought. Bath-water does need changing!

Not often does the Mayor of a provincial town have such a piece of news to tell as his Worship of Nottingham last week, when he announced the engagement of Lady Victoria Cavendish-Bentinck to Captain Michael Erskine Wemyss. The public is keenly interested in Lady Victoria, who is the only daughter of as popular a Duke and Duchess as ever graced the strawberry leaves. Queen Victoria personally held her in her arms at her christening, for which the beautiful miniature gold font, made for the baptism of an heir to Welbeck long ago, was used. It was, of course, also used for Lord Titchfield's reception into the Church. Lady Victoria is very democratic; she

(Continued overleaf.)

Longest Wear: Least Repair.

The most desirable leathers and the most skilled workmanship are to be found in F. H. & W. Boots and Shoes. In this way you get real value in first cost, as well as ultimate value, for every piece of our Footwear will give splendid service over a long period with a low repairing expense.

The F. H. & W. range includes a style for every fancy and a size for every foot.

The "MIRANDA"
(Registered).
Stocked in Button,
Lace, & Derby
Shapes ... 32/6



FREEMAN, HARDY & WILLIS LTD. HEAD OFFICES & WAREHOUSE, LEICESTER
NEARLY 500 BRANCHES IN ENGLAND.

Parfum "June Roses"
MORNY

The real fragrance of the English Rose.

5/-, 7/2, 13/9, 24/9 the Bottle.

Bath Salts -	2/9 & 7/2	Bath Dusting	
Bath Salt Tablets -	2/9	Powder -	5/-
Face Powder, in		Toilet Soap (3 tabs.)	7/2
5 tints -	5/-	Bath Soap -	1/9

From your usual retailer, or direct (enclosing amount and postage) from

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10-YEAR NATIONAL WAR BONDS.

Persons who are unable to find the requisite amount of Capital for the immediate purchase of National War Bonds can avail themselves of the War Bond Scheme of the Standard Life Assurance Company, under which the Company will provide the required Capital and purchase the Bonds on behalf of the proposer, who will repay the Company

BY MEANS OF ANNUAL INSTALMENTS.

The following are examples of the annual cost for each £100 Bond—

Age 25	£9 2 1
Age 35	£9 3 7
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Write for further particulars, giving your age next birthday, to

The STANDARD LIFE
Assurance Company, Estab. 1825

3, George Street, Edinburgh, or to any of its Branches.

London Offices: 83, King William St., E.C. 4, and 3, Pall Mall East, S.W. 1.
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PREPARATIONS

92, NEW BOND ST., LONDON, W.

Phone—GERARD 3782

5, RUE CAMBON, PARIS; 557, FIFTH AVENUE, NEW YORK.

Patent Ganesh Chin Strap removes double chins, restores lost contours, and takes away lines running from nose to mouth, 21/6 and 25/6.

Ganesh Eastern Oil is the best skin food and muscle producer in the world. Will of itself remove lines, fill out hollows, and give back life and elasticity to the skin, 5/6, 12/6, 35/6

Ganesh Diable Skin Tonic closes the pores, strengthens and whitens the skin, and enables it to withstand change of temperature. Also a splendid wash for the eyes, 5/6, 7/6, 10/6, 21/6, 57/6

Ganesh Eastern Lily Lotion, made in three colours, is a liquid powder, perfectly safe, and a great skin beautifier, 5/6, 9/6, 12/6.

Ganesh Eastern Cream keeps the skin soft and fine, contains a little of the Oil, and is made up to suit all skins, 3/6, 6/6, 12/6.

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WRITE FOR FREE BOOK.



Matchless!

Golden as the sunlight that tips the cigarette with flame is the pure Virginia tobacco of which *alone* Kenilworth Cigarettes are made. And just as the burning-glass intensifies the fervour of the sunshine, so that particular tobacco intensifies the pleasure of smoking.

You will find a Kenilworth the matchless cigarette—for “matchless days” and all days.

In size, in weight, and above all in

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Kenilworth Cigarettes are made of mellow golden Virginia leaf yielding a fascinating aroma. They will compare favourably with any Virginian Cigarettes you can obtain, no matter how high the price. Yet Kenilworths only cost 1/4 for 20, 3/3 for 50, 6/6 for 100.

FOR THE FRONT.—We will post Kenilworth Cigarettes to Soldiers at the Front specially packed in airtight tins of 50 at 2/6 per 100, duty free. Postage 1/- for 200 to 300; 1/4 up to 900. **Minimum order 200.** Order through your Tobacconist or send remittance direct to us. Postal Address:—14, Lord Nelson Street, Liverpool.

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COPE BROS. & CO., LTD.,
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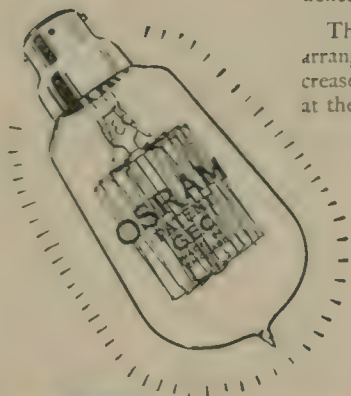
Manufacturers of High-class Cigarettes.

Osram G.E.C.

The General Electric Company, Ltd., express their regret to all customers who are unable to obtain Osram Lamps.

Millions of Osrams are on National Service, and the demands of the Government naturally take precedence.

The G.E.C. have made arrangements that will increase the output but not at the expense of quality.



Osram G.E.C.

The G.E.C. is your guarantee of British Manufacture.

LLOYD'S IN TUBES, 1s. 6d. & 3s. each
THE ORIGINAL **EUXESIS**
FOR EASY SHAVING.
WITHOUT THE USE OF SOAP WATER OR BRUSH.
Put a Tube in your Kit Bag.

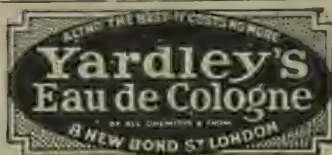
The Label on the wrapper and GENUINE Fuses is printed with "LLOYD'S" and "EUXESIS" and bears this TRADE MARK.

We bought the business with the recipe, trade mark, and goodwill from the Executive of the "Vick's" Co., Ltd. The genuine is now manufactured ONLY at our factory from the original recipe.

Wholesale only: H. H. EVANS and SONS, Ltd., Berners Street, W., and City Road, E.C.

MILLIONS OF PEOPLE have used this most economical Dentifrice with utmost satisfaction. A few drops produce a most refreshing lather and cleanser, rendering the teeth white, and arresting decay.

Also put up in Powder form. **Absolutely BRITISH.** Why not give it a trial?



The SUPER Pipe Tobacco

Spinet

Smoking Mixture

Soft and Smooth to the Plate
Fine Natural Flavour
1/11 for 2 oz.



Princess Eugenie, Cristoforos-Palrologue, Lady Collins, Lady Sykes, Lady Powell, Commander T. Wolfe Murray, Colonel Bagot-Chester, Colonel Perry are, amongst hundreds of Society leaders, grateful users of Mr. Geo. R. Sims' wonderful hair-grower Tatcho. What Tatcho has done for them, it can and will do for you.

MR. GEO. R. SIMS' TATCHO IS THE ONE REMEDY

for the hair. It restores health and vigour and crowns the user's head with an abundant growth. It was introduced to the public by Mr. Geo. R. Sims, the famous author, dramatist and social reformer, and its merits have been recognised and gratefully acknowledged in every part of the world. Is your hair getting thin, is it lacking in life and lustre, is it fast falling out? then try Tatcho.

TATCHO

The HAIR GROWER

Prove for yourself that it will do for you what it has done for many thousands who were suffering in the same way. This preparation is not a sticky, disagreeable mixture, but a clear and pleasant remedy which should be sprinkled on the hair every morning and well brushed in. The result will astonish and gratify you. In view of the special offer made below what excuse could you offer for not giving Tatcho a fair trial?

A 4/6 TATCHO TEST bottle for 2/9.

SPECIAL TATCHO COUPON.
The TATCHO Hair Health Brush FREE.

I guarantee this preparation is made according to the formula recommended by me.

Geo R Sims

Get your Chemist, who is authorised to do so, to supply a 4/6 bottle for 2/9 or will be mailed from the CHIEF CHEMIST, TATCHO Laboratories, Kingsway, London.

Chemists and Stores everywhere, 1/3 and 4/6.

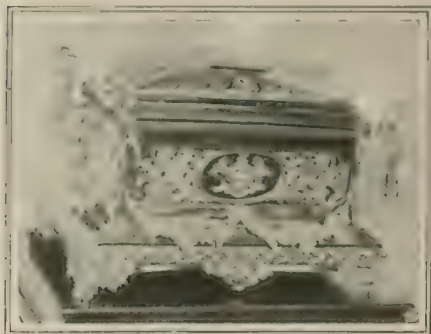
PROBLEM No. 3795.—BY H. F. L. MEYER.
BLACK.

CHIEF BY CORRESPONDENCE.
Game played in the Trophies Tourney of the British Correspondence Chess
Association, between Messrs. C. E. HICKMAN and J. W. NEWMAN
(Caro Kann Defence.)

WHITE (M, H)		BLACK (M, N)		WHITE (M, H)		BLACK (M, N)	
1. P to K 4th	P to Q B 3rd	17. Kt takes B	Castles (Q K)	24. P takes B P	Kt takes P (at B 6)		
2. P to Q 4th	P to Q 4th	18. B to K 3rd	K to Kt sq	25. R takes P	Kt takes R		
3. P to K 5th	B to B 4th	19. P to B 5th	K to K 2nd	26. B to Q 6th	R takes R		
4. B to Q 3rd	B takes B	20. P to K Kt 4th	Q to R to K sq	27. P takes R	R to K sq		
5. O. K. takes B	P to K 3rd	21. R to Q 2nd	P to B 3rd	28. B to B 5th	Q to B 2nd		
6. P to Q B 3rd	Kt to Q 2nd	22. R to K sq	K to R sq				
7. Kt to B 3rd		23. B to B 4th	K R to B sq				
<p>Some authorities consider Kt to K 2nd is now the best continuation.</p>				<p>White comes out of the scrum</p>			
8. Q Kt to Q 2nd	Kt to K 2nd						
P to K K 4th	P to K R 3rd						
P to R 5th	Kt to K 2nd						

12. result in	with what ought to have been a won game were it not interrupted by his
13. Q Kt to B 3rd	P takes K	
14. ...	Q B 3rd	
15. ...	B to K 2nd	
16. R to Q sq	B takes Kt	
17. ...	R to Kt 2nd	R takes P
18. ...	Kt to B 5th	R to K 8th (ch)
19. ...	R to B 5th	R to K 5th
20. ...	Q to Q sq	Q to B 5th (ch)
21. ...	Kt to Kt sq	K takes Kt P
22. ...	Q to R B sq	K takes Q (ch)
23. ...	K takes Q	P to Q Kt 3rd
24. ...	B to Q 2nd	K takes P
25. ...	Kt takes Kt	Kt to K 6th (ch)
26. ...	White resigns.	

We have received the latest issue of the Magazine of the Third Correspondence Chess Association, which, fortunately for it, is not regulated by any dates of the calendar, and can appear when occasion permits it. It is still inspired by a cheery spirit of optimism, and if not a record of dazzling success, at least tell of numbers maintained, finances prospering, despite the adverse tide in which we live. The result of the competition for 1917-18 are I get couple of, and the only one at present on which a forecast can be made is in Class I. of the Trophies Tourney, where Mr. W. H. ... is to be repeating his last year's success. We quote one of



BLACKPOOL'S PRESENTATION TO THE PREMIER:
THE "FREEDOM" IN A CASKET.

Blackpool has presented the Freedom of the borough to the Right Hon. David Lloyd George, in a casket of beautifully modelled figures and mounted with the Blackpool Coat of Arms, carried out in faultless style by Messrs. Mappin and Webb, Ltd., of Oxford Street, W.

MEDICAL OPINION:

"JUBOL is an excellent combination of active agents for the treatment of intestinal disorders. It is highly successful for chronic constipation, re-education of the intestine, and facilitating the digestive process, while it assists in preventing the development of entero-colitis. Its well-established efficacy deserves the attention of physicians as well as sufferers to the merits of JUBOL."

Dr. JEAN SALOMON, Paris Medical Faculty.

Prepared at Chateaux's Laboratories
Paris. Can be obtained from all chemists
and drug stores, or direct, post
order to Chateaux's Laboratories,
Paris, France.

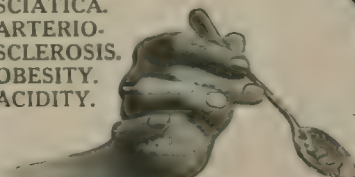
Constipation
Haemorrhoids
Enteritis
Dyspepsia
Migraine



POISONED BY PERNICIOUS PURGATIVES!

*Eliminates Urea.
Stimulates the
Kidney Functions.
Expels Stones.
Prevents Gravel.*

RHEUMATISM.
GOUT.
GRAVEL.
NEURALGIA.
SCIATICA.
ARTERIO-
SCLEROSIS.
OBESITY.
ACIDITY.



Recommended by
Prof. Lancereaux,
Late President of
the Academy of
Medicine, Paris,
in his "Treatise
on Gout."

MEDICAL OPINION :

"ERODONAL is unrivaled as a preparatory treatment before 'mineral water cures'; for completing the beneficial effect of such a cure; and is even an excellent substitute for such 'cures,' when circumstances prevent a gouty subject from availing himself of the advantages of a sojourn in one of the renowned 'spas.'"

More over, a tablespoonful of URODONAL dissolved in a quart of plain, mineral or table water, yields an excellent beverage, which may be taken alone or diluted with wine, beer, or cider. There is not the least danger of intolerance, overtaxing the system or nausea, even after use of URODONAL."—*Dr. MORRIS*
Physician to the Military, Naval and

URODONAL, prices 8s & 12s, at all chemists and drug stores, or HEPPELLS, Pharmacists and can be had, post free, the full ex-



A course of URQDONAL should be taken every month, viz.: one teaspoonful dissolved in half a tumbler of water thrice daily between meals.

Chronic sufferers from uric acid complaints should also take **URODONAL** as a table water, by dissolving one tablespoonful in a quart of water, and drinking the solution either pure, or diluted with wine, cider, whiskey, etc. This retards the recurrence of uric acid troubles, and is beneficial to general health. **TRY IT!**

TRONOLAL, 110/55 and 12/55. Prepared at Chertou's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, 5/6 & 12/6, from the British and Colonial Agents, HEPPELLE'S, Pharmacists and Foreign Chemists, 163, Piccadilly, London, W. 1., from whom also can be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

Agents in Canada: **FOUGIER FRERES**, 87, Rue Notre Dame Est, Montreal, Canada.
Agent in U.S.A.: **GEO. WALLACE**, 200 West Street, New York, U.S.A.
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GOOD HEALTH

IS THE GREATEST OF ALL ECONOMIES:

ENSURE ITS POSSESSION BY THE FREQUENT USE OF

**JOINTUS
SALTS**THE MOST PLEASANT AND
SOOTHING APERIENT

suitable for persons suffering the pains of

CONSTIPATION

RHEUMATISM

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GOUT

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INACTIVE LIVER

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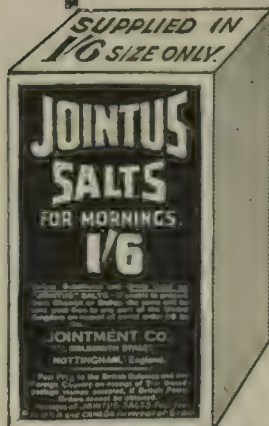
Half a teaspoonful in hot water before breakfast will make you
BRIGHT AND VIGOROUS FOR THE DAY.

Not a quack or secret remedy, but a scientifically produced salt, pleasant to take, and the analysis printed on the boxes and labels, which can be examined by your physician.

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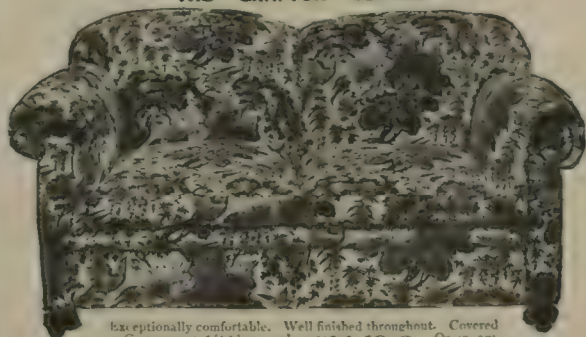
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THE CHRONICLE OF THE CAR.

The Fuel Question. Whether the boring operations which Lord Cowdray's group is now carrying on will result in the discovery of a payable oil-field, is purely a matter of speculation at the moment. Geological experts and petroleum technologists are agreed that all the indications exist pointing to the presence of oil deposits in the districts which are to be worked; but, as the experience of the American fields tends to show, these favourable indications do not invariably denote the existence of payable oil-bearing strata. But whether oil does or does not exist commercially below the upper strata anywhere within the British Isles, the boring operations have focussed attention even more closely than usual on the home-produced fuel question, of which there are many more aspects than one. Quite apart, for example, from the matter of the existence of free petroleum deposits, there are enormous potential supplies awaiting development in the cannels and shales. Lord Crewe's Committee reported adversely on the possibilities of producing oil

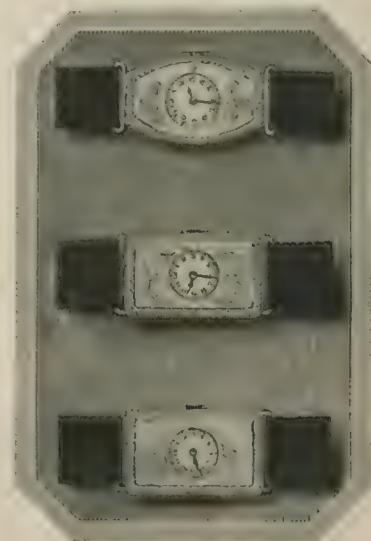
and from the canal coal deposits, chiefly on the ground that the Petroleum Research Committee had over-estimated the quantities of canal available for retorting,

and because of the difficulty of setting aside the necessary labour and materials for the erection of low-temperature retorts. The Crewe Committee seems to favour the adaptation of existing vertical gas-works retorts to the recovery of fuel oils from coal; but I believe it is a fact that where these retorts have been so adapted, the result has been that a great deal of useless tar and a very small quantity of oil has been the product, for the reason that these high-temperature plants are totally unsuitable for the work. As to the first reason—that the supplies of canal coal are not as large as stated by the Petroleum Research Committee—I believe that the latter is nearer the mark than the Report of the Crewe Committee would indicate.

The fact is that the canal coal does not pay to bring to the surface, and is only brought up because it is in the way of the recovery of the coal; but if there was a market for it, it could be brought to the surface in quantities which would justify the optimism of the Research Committee. So far as the difficulty of obtaining labour and material is concerned, Lord Crewe's



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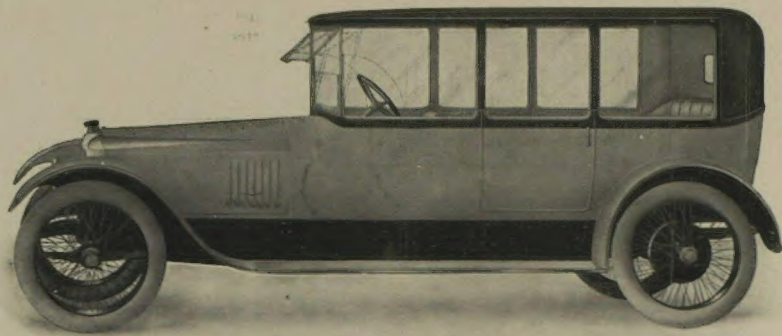


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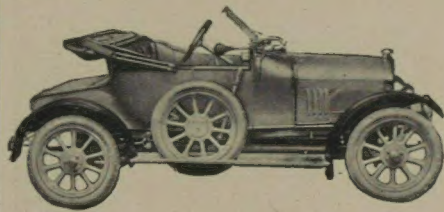
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Continued. Committee have more information than is open to the general public; and I am not going to express any opinion as to that, further than to say that if it be true that we can obtain a high proportion of the fuel oils required for the Navy and our mechanical transport from home sources, labour and material difficulties ought not to be allowed to stand in the way.

To Cheapen Costs. Another aspect of the fuel question is the one connected with the present highly inflated prices of motor spirit. Even under existing war conditions, these prices are far too high to be justified. The petroleum ring has acted right up to Sir Marcus Samuel's dictum that the price of petrol is what it will fetch; and there does not seem to be the slightest indication that the policy will be altered after the war; nor do I see any that the motoring organisations are getting ready to fight the battle of cheaper fuel for the motorist. Unless we have cheap fuel we cannot have cheap motoring, and upon that depends the whole future development of motor transport. I am very strongly of opinion that it is to home sources that we must look for that cheaper fuel supply which will assist to curb the rapacity of the ring at whose mercy the whole automobile movement has



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Present and Past are picturesquely illustrated in this photograph of an old cottage at Chalfont St. Giles, celebrated as the place where Milton wrote the greater part of "Paradise Lost." The modern side is represented by an up-to-date Austin motor.

lain these years past, and, further, that we shall find these sources more in the development of low-temperature recovery processes than in the discovery of free oil deposits. In any case, we know the one source does exist while the other remains doubtful; and it would thus seem to follow that the cool half-million which is to be spent on the attempt to find oil, and the labour involved would have been better expended in the erection of provedly good retorting plants. At any rate, that seems to be the opinion of many of our leading petroleum technologists. W. W.

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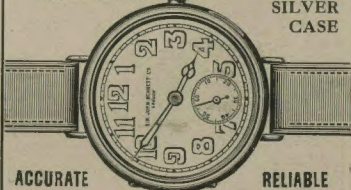
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